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SUPPLEMENT TO REPORT NO

50X1-HUM

THE DOCUMENT COMMAND SHORMATION AFFECTION THE NATIONAL DEFINE CONTROL BUTTLE 18, SECTION 5 28 ART 194, OF THE U.S. CODE, AS ANABODO 15 SHAMBLISSION OF REVENATION OF ITS CONTENTS TO OR RECEIF LY AN UNANTHOLIZED PERSON 12 PERSONNEL BY LAW THE REPRODUCTION OF VIEW FORM IN PROMISED BY LAW THE REPRODUCTION OF VIEW FORM IN PROMISED. 

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1952 Investment Plan of the Soviet Lone Railroads allocations in the forel Cost

Survey 1952 Budget (in 1.000 Eastmarks) 136,412 160,193 Cratral procurement of vehicles 1,800 (2)1,800 Production of FITROPA coaches 1,530 8,359 Improvement of locomotive repair facilities 2,683 5,430 Improvement of rolling stock repair Cacilities 125,595 Construction projects in the Berlin regional railroad district 287,951 57,582 114,377 Construction projects in the Cottbus. regional railroad district 20,271 Construction projects in the Dresden 37,210 regional railroad district 5,366 3,497 Construction projects in the Erfurt regional railroad district 36,256 20,867 Construction projects in the Greifswald regional railroad district 25,391 34,130 Construction projects in the Halle regional rallroad district 6,508 12,142 Construction projects in the Magdeburg regional railroad district

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Gervey	T.o	tal Cost (in 1,000	Allocation 1952 Budge Eastmarks	et
Construction projects in the Schwerin regional railroad district		9,670	3,6	25
Total of the major construction projects, each of which estimated at a cost of upward of 500,000 eastmarks	7	13,384	405,80	01
Construction work on the major instablions, each of the projects estimate a cost ranging from 50,000 to 500,000 eastmarks			49,8	59
Total for main installations	andres e surale, f		455,60	50
Total for secondary installations			15,7	39
Grand total	TO ANY REQUEST		471,4	49
The survey is broken down as follow	s:		, ,	
1. Locomotives and rolling stock.				
Uni	ber o ts cerne	Cost	Alloca- tions in the 1955 Budget	n 2
According to company in graphic and edging in problem represents which increases the contract of the company and the contract of the contract	anders and the	(in 1.000	<u>D Eastmark</u>	5)
a. New constructions.				
Standard-gauge locomotives	2	793	432	(3)
Locomotives with a gauge of 1,000 mm	9	1,463	985	(3)
Locomotives with a gauge of 750 mm	16	2,234	1,590	(3)
Long-distance passenger cars	36	8,916	816	(4)
RR type cars	600	78,340	73,340	(5)
SS type cars	700	28,560	28,560	(5)
Double decker coaches	76	14,132	4,994	(4)
Self-discharging freight cars	30	1,530	1,530	Figures estimated
Tank cars including: 4-axle	30 5 25	741	741	(6)
2-axle KKT type cars	25	790	790	(7) "
b. Repair work.	-)	, , , ,	( )	117
Reconditioning of damaged	80	10,438	10,488	
express train locomotives and heavy freight locomotives	QQ.	1	شار ۾ سول دل	(3)
saidh T=0010 hoig <mark>Uo</mark>	OFFIC	Lais war	•	*

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	Number of Units Concerned	Total Cost	Alloca- tions in the 1952 Budget Eastmarks	?
Special repair work on SU cars	and the second s	1,000		The cars were bought from the U.S.S.R. by the Soviet Zone Rail- roads (9)
Reconditioning of damaged passenger cars	142	5,000	5,000	(10)
Reconditioning of damaged		1,800	1,800	(2)
Improvement of the machinery an repair shors in charge of repair	d technical for	acilities omotives,	at railroa	đ ,
Railroad Repair Shop	Total to be Invested (in ).		Allocati 1952 Bud rks)	ons in the
Cottbus	3,185	,	431	
Zwickau	2,555		196	
Chemnitz	957		46	
10010010 menter de la composition della composit		and communicated and communicated and an experience	207	rindalistan kan gerapakan kit sama a si menga si mahmun halapa, si pengapan mengapakan
Total	8,359		1,580	(11)
Improvement of the machinery and repair shops in charge of repair	d the technica r and maintena	l facilit	les of rai	lroad stock.
Railroad Repair Shop	Total to be Invested (in 1,0		1952 Buda	ons in the
Brandenburg-West	639		155	
Dresden -	999		590	-
Chemnitz	746		400	
to <b>tha</b>	524		302	
Mbersvalde	1,392		451	<i>:</i>
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Total

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1,130

5,430

2,683

(12)

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4. Construction projects in the Berlin regional railroad district.

10) Park John Andrew (1-2 And 19 English Westernach) 10,000° 155000 Bladfold Describer (1-2 And 19 English 10 And 19 And	Total Cost	Allocations in the 1952 Budget Lastmarks)	Remarks
Railroad stations	1,375	600	
Improvement of technical facilities for the rain- tenance work on locomotives at Bws (minor repair and muintenance shops)	703.	7	
Scheduled replacement of trackage	2,040	2,040	
Improvement of the carrying capacity of lines at:			
Jueterbog railroad station enlargement of trackage	1,684	1,070	(13)
Auestrin railroad station construction of a trans- fer track	4 <sub>6</sub> 000	2,913	
Frankfurt/Oder railroad station, construction of . a transfer track	9,000	4 <b>,</b> 369	
whilheide marshaling yard, new construction, first stage	- 22 , 500	3,739	figures estimated (14)
Loewenborg - Rathenov line reinforcement of the permanent way	12,779	3,367	(15)
Guben-Fronkfurt/Oder line reconstruction of the second track between Frank-	11,313	5,443	figures estimated
furt/Oder and Neuzelle			(16)
Grossbeeren-Altglienicke sector of the Berlin Outer Freight Ring, first	37,000	1,496	
construction stage	· · ·		(17)
Grossbeeren-Altglienicke sector of the Berlin Outer Freight Ring, second	33,200	3,620	
construction stage			(17)
Sustermark railroad station construction of trackage	786	250 •	(18)
Grossbeeren-Altglienicke sector of the Berlin Outer Freight Ring	7,565	7,565	figures estimated (17)
Grossbeeren-Geddin line construction of a second track	5,750	5,750	

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		Total		Allocations in the 1952 Eudget Fastmarks)		rics
Biological (E.S. 1971) but the production of the control of the co	dan destination and a destination of the second of the sec	anne proporte diservizione di seconditario		Berger (1994) from the second of the second	i, an ghinesi ann an an Arthrid S	Mark Service division and the state of
Seddin railroad station construction of trackage		1,77	72	399		
Belsig, construction of a connecting curve		3,50	00	3,500	(19)	
Electrification of the Gruenau-Koenigswusterhausen Line		10,58	50	395	(50)	
Loewenberg, construction of a connecting curve		3,30	oo ,	3,300	(21)	
Heustadt/Dosse, improvement of railroad stations		1,30	00	1,300		
Marzahn-Oranienburg sector of the Berlin Outer Freight Ning		33,75	39	2,041		
Improvement of traffic instal	, tan-	6,66	53	2,642		
Wustermark, construction of a connecting curve		76	50	130		
Frankfurt/Oder enlargement of trackage	<b>.</b>	1,29	90	8.		
Wiesenburg-Bolzig line construction of a second track		1,20	53	14	(22)	, 4
Construction of a connecting curve near Buch on the northern section of the Berlin Outer Freight Ring		3,60	00	3,600	(14) (15)	and
Brandenburg construction of a connecting curve		7,80	)()	7,800	(19)	
Construction of a connecting curve near Grossbeeren on the southern sector of the		5,10	00	5,100		
Berlin Outer Freight Ring (Sa	IR)				(14)	
Treuenbrietzen-Belzig line reinforcement of the perma-		10,6	50	10,650		
nent way and improvement of the course of the line			,		(14)	
Seddin-Belzig line, recon- struction of the second track		5,60	୍ଦ୍	5 <b>,</b> 600	(14)	
Jueterbog-Grossbeeren line		12,00	00 -	12,000	(14)	
second track	a explore interior of the Sal are reserved.	ng grammer nema nampur nama, dispedia	er gytter, mit gyttigte bio 4	there considers. The male were the described to the despite to the tree or the site.	( 2°¢ /	EXIST OLISALISMAN APPRIATIONS
Votal of money to be spent on the improvement of the carrying capacity of rail-		254,5	43	103,616	. •	

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	Total Cost	Allocations in the 1952 Budget	
The Control of the Co	Ciril COO	Ligstmarks).	NAMES AND ADDRESS OF A SECTION ASSESSMENT AND ADDRESS OF THE PARTY OF
Bridges.			
Oder bridge in Frankfurt/Oder	3,230	2,575	(19) and (21)
Oder bridge in Kuestrin	1,597	1,163	(19) and (21)
Bridge over the Havel River in Spandau on the Berlin-	£,350	294	
Stendal line			(23)
Bridge over the Havel River in Rathenow on the Berlin-	1,010	15	
the rathenow on the Berline		a	(23)
Bridge over the Havel River in Jerder	500	500	(23)
Total of money to be spent on bridges	3,137	4,547	
Safety installations	2.430	1,430	
Blectric installations	1,900	500	
Telecommunications facilities	5,150	1,450	•
Administration buildings	750	40	
Miscellaneous installations	11,075	11,365	
Total of money to be spent in the Berlin regional railroad district	237,951	125,595	0. d. stolat sale mellin debiodelliciii. Yelan helloru ülgehebütüğüleri

## 5. Cottbus regional railroad district.

or several annual characters consider the property assessment participates for the property and considerable characters of the property of the		Allocations in the 1952 Hudget Lastmarks	
Improvement of technical facilities for the maintenance work on locomotives at Bws, establishment of a new Bw at Guben	515 <sub>3</sub> 000	8,000	
Scheduled replacement of trackage	. 754	754	
Improvement of the carrying capacity of railroad lines	•		
Guben-Frankfurt/Oder line reconstruction of the second track between Neuzelle and	4,050	2,093	figures estimated
Gaben			(16)

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	Total Jost	the 1959 Budget	Remarks
Topic to graph with the movie design for the control of the contro	(in 1,000	Hastmarks)	Agricultura de displacación de como describir antido de del de
Cottbus, improvement of rational station	630	277	
Reinforcement of the Uckro-Beeskow line	4,41	609	(21)
llorka, construction of a connecting curve	700	700	figures estimated
Guben-Falkenberg line, recon- abraction of a second track	31,534	31,534	(24)
Reconstruction of the Guben- Forst railroad line	2,410	71	(25)
Deprovement of the Uckro- Luebben line	430	37	(21)
Wekro-Beeskow line, construction of erossing points	5,200	5,200	figures estimated (21)
Misterwerda-Ruhland line reconstruction of the second track	4,250	4,250	(14)
Total of money to be spent on the improvement of the carrying capacity of rail- rond lines	53,664	44,821	
Sarety installations .	5,459	4,007	
Total of money to be spent in the Cottbus regional railroad district	114,877	57,532	
Dresden regional railroad district.			,
	Total Cost	Allocations in the 1952 Budget	Remarks
Andrew Transporting product and the Conference of the Conference o	(in 1,000	Mastwarks)	er verk vergen, john skere fregse overske av verk antakken skalenske skelenske en se
Improvement of railroad stations	4,270	1,356	
Scheduled replacement of trackage	2,600	2,600	* *
Improvement of the carrying caracity of railroad lines at:			•

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940

3,000

940

3,000

(25)

figures estimated (27)

6.

Chemnitz-Hilbersdorf-

Diederwiese line, construction of a second track for passenger braffic

Dreaden-Schoene line, conabruction of a second track

			8
	Tybal Cost	the 1952 Ludge	t
(pg) - player - to a log logs displaying representatively more more parameter as the translation and display to the translation and translation and	(in 1,000	Lastmarks)	war to top, a radio or on one was true to the street of the
Themning-Rappel-Schoenau line, construction of a second track	1,330	1,330	(26)
, or other or a con-		•	• • • •
Itenburg, construction of connecting curve	1,550	1,550	(28)
tiesa, enlargement of the callroad station, first construction stage	1,300	1,300	figures estimated
loessnitz, construction of a connecting curve	1,220	1,220	(28)
ue-Johanngeorgenstadt line completion of the second track	14,900	1,950	(29)
otal of money to be spent on the improvement of the carrying capacity of lines	29,240	16,290	
Administration buildings	Ly TCO	25	r a - th- a mhiolaighteachaile ann aid dheachtaithe ann aidd
Cotal of money to be spent in the Dresden regional railroad district	37,210	20,271	
rfurt regional railroad district.			
		Allocations in the 1952 Budge Eastmarks)	
Scheduled replacement of trackage	1,660	1,600	
improvement of carrying capacity of railroad lines	1,349	360	
defety installations	990	200	
Ticellaneous installations	1,347	757	Complete to the second of the
・ 中央のでは、1992年の日本のでは、1992年の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の	A STATE OF THE STA	CONTRACTOR DESCRIPTION OF SECURITION OF SECURITICS OF SECURITION OF SECU	
Cotal of money to be spent in The Erfurt regional railroad distric		3,497	
	3 ដ	3,497	
the Erfurt regional railroad distric	et. Sotal Cost	Allocations in	t,
the Erfurt regional railroad distric	et. Sotal Cost	Allocations in	t,
the Erfurt regional railroad district reifswald regional railroad district research for the state of the stat	et et. Fotal Cost <u>(in 1.000</u>	Allocations in the 1952 Budge Eastmarks)	t,

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			Allocations in the 1952 Budget	Kemarks	
ng sperimental ningan ann a labelingsgeriggeble photosopheranish que est que est proposition of a recommendation of the contraction of the contrac	Telen I striget noncarrage	000, <u>fin</u> 1,000	Enstmarks)	Lighting to space use to consider "lighted electronics	n
bad Freienwalde, reconstruction of sidings cross-over lines and doparture and arrival lines		1,161	382,	figures estimated	
Reconstruction and improvement of the Templin-Prenzlau line		15,100	7,600	(19) "	
Britz, construction of a connecting curve	, ř.	1,600	1,600	(21)	
Neustrelitz, construction of a connecting curve		3,000	3,000	(51)	
Reconstruction of the Lietzow- Frerow-Binz line		2,100	2,100	(19)	
Mbersvalde, construction of a connecting curve		5,196	2,449		
Bherswalde, construction of a	y segaravina	300	800	n yen in dan sepada yakar atau da ya da kabal sebat sebada anda anda da da da da yen ya kaba da da da da da da	
Total of money to be spent on the improvement of the carrying capacity of railroad lines		32,431	19,610		
Telecommunications facilities		1,500	375		
Miscellaneous installations		1,572	329 (1)	· .	_
Total of money to be spent in the Greifswald regional railroad district		36,256	20,367		
Halle regional railroad district.					
	2	lotal C <b>ost</b>	Allocations in the 195° Budget	Remarks	
4 Value 20 Strokk to the SERRENGE SERVICE GENERAL CONTROL OF the SERVICE CONTROL OF THE SER	eran garagan kaner ray	000 <u>,1,000</u>	<u> </u>	gar remon kenerre van Sammanns kansustanis Cullidens in error remo	o
Improvement of railroad stations		7,180	1,499	•	
Esprovement of technical facilities for the maintenance work on locomotives at minor reilroad repair shops	es	4,994	2,326	. 4	
Scheduled replacement of trackage	•	1,853	1,653		
Improvement of the carrying capacity of lines:				*	
Rerouting of the Herseburg- Guerfurt Geiseltal railroad Line between Neumark-Breda	٠	13,900	18,700	(21)	

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and Koetzschen

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Total Cost Allocations in Remarks the 1952 Pudget (in 1,000 Eastmarks) Somstruction of classification 503 503 wracks on the Leipzig-Wahren line Notal of money to be spent on 19,405 19,203 the improvement of the carrying caracity of railroad lines Safety installations 700 500 Total of money to be spent in 34,130 25,301 the Halle regional railroad district

## 10. Magdeburg regional railroad district.

	Total Cost	Allocations in the 1952 Budget Eastmarks)	Kemarks
Emprovement of railroad stations	3,645	573	
Scheduled replacement of trackage	1,560	1,560	
Improvement of the carrying capacity of railroad lines:			-
Enlargement of the trackage at the Stendal railroad station	635	100	
Execution of the second railroad construction stage for the Foundry Combine West	3,152	- 3,152	figures estimated (13)
Guesten-Sandersleben, recon- struction of the second track	1,570	1,570	(13)
Aschersleben-Guesten, recon- struction of the second track	1,032	26	(13)
Execution of the first rail- road construction stage for the Foundry Combine West	540	42	(13)
Total of money to be spent on the improvement of the carrying capacity of railroad lines	6,937	4,890	n man del alcres cultir de l'emploque, a un competitor employer emp
Notal of money to be spent in the Hagdeburg regional railroad district	12,342	6,508	terminent dende mis zielen voor en versche verbeiling verscheid verscheid verscheid verscheid verscheid versch

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Schwerin regional railroad district.

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	15. 1.	utal	Cos	t	Allocatio	ons in	Rema	rks	
The section of the first the section of the section	ert franklingsky sødske søden blede en nær	(in	1,0	00	die 1952 <u>Lastmark</u> s	Budget.	water transfer		
Improvement of technical facilities for the maintenance work on locomotives at minor mailroad regain shops		7,95	516		L. Ç	7			-
Scheduled replacement of trackage		7	<b>′</b> 60	ů.	760	)			
Improvement of the carrying capacity of railroad lines:									
Schwerin-Holthusen line, reconstruction of the second track between Schwerin and		. 7	03		110			. ,	
Lrebsfoerde							(30)		
Reconstruction of the Buetzow- Schwaan line		3,7	35	-	1,901		(30)		e ()
Reconstruction of the second track between Rostock and Brance	y	9	OC:		40		(33.)		
Friemerwald, construction of a crossing loop		7.	36		31			×	
Total of money to be spent on the improvement of the carrying capacity of railroad lines		6,0	64	Philippin and	2,032	Herandolae awi ue -,	er mannglig (to veger jæg	Principal The Alberta construction	emen
Safety installations	Filming in 17 Typerstands, may not Sudan a n	1.; 32	30		736				÷
Total of money to be spent in the Schwerin regional railroad district		9,67	70	/**********************************	3,625	- Marine Marine (1) Albert Anderson (1) Ande	tivi di vidento delle y vi girigidano.	THE THEY HAVE BELLEVAN	Ť

50X1-HUM The State Planning Commission of the German Democratic Republic centrally controls all investments to be made in the Soviet Zone of Germany. It settles the financing of projects and is responsible for the procurement of the construction materials required. (2) MITROPA coaches include both diners and sleepers. Details on the construction respectively repair program ore not gian. The relatively minor allocation made available indicates that this program is rather Limited. The fact that only 27 now locomotives, including two standard-gauge loconotives, are scheduled for construction again shows that the 50 Soviet Zone heavy industry is not in a position to build sizable numbers 50X1-HUM of locomotives. \_\_\_\_\_\_\_ the linistry for laterials Supply dated September 1951, 200 locomotives and 15,000 large freight cars, the latter to be usable on both standard and Coviet-gauge of locomotives. systems were scheduled to be nanufactured in the current five-year-plan. The limited construction rogram as listed in the tabulation of the present report tends to surrort a reviews 50X1-HUM

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available by repair work performed by damaged locomotives. It is interesting to note that the conversion of locomotives to coal dust-firing does not appear to be provided for in the 1952 fiscal year.

1,300 locomotives were to be converted to coal dust-firing within the framework of the current five-year-plan.

(4) It is believed that these long-distance passenger cars will mainly be used for operations to the U.S.S.R. and return, while the double decker coaches will probably be reserved for traffic within the Soviet Zone of Germany.

(5) RR- and SS-tyre cars are particularly suited for the shipment of military equipment such as tanks, trucks and ortillory pieces. RR-type cars are believed to be four-axle flatears with a total length of 19.6 meters and a load capacity of 40 tors. They are designed for an exchange of standard-gauge bogies against Soviet-gauge bogies and are built at the nationalized Lova (Locomotive factory) in Wildau. On 15 Locamber 1951, Soviet tank loading tests were observed with an RR-type car at the 41t Region and road stations.

of 700 SS-type flatcars which have a load capacity of 35 tons and more, is probably attributable to the Soviet occupation course. So present, 1,300 SS-type flatcars are available in the Soviet Zone.

(6) The number of railroad tank cars scheduled for construction is ver50X1-HUM low so that the requirements for new tank cars will not be met. On 15 March 1952, a total of 2,513 railroad tank cars suitable for the shinment of white products were a

(7) KKT-type cars are four-axle selfhinged lids. They have a load car

(8) As 2 new locomotives are to be built and 30 to be required, the number of operational locomotives available in the Soviet Some will be increased by 32 units. As of 29 February 1952, a total of 5,44/50X1-HUM locomotives were operating in the Soviet Lone. The 32 locomotives to be made available in the course of this year will cover only part of the actual requirements, particularly since many of the locomotives in the Soviet Zone are out and worn.

(9) It is believed that these SU cars are mostly former German equipment which were seized by the Soviets in Germany after 1945. Twenty thousand of such cars have been returned to the Soviet Zone of Germany.

another 20,000 such cars are 50X1-HUM

conjected to be returned in 1952.

(10) It appears that, in 1952, the park of passenger cars of the Soviet (
Zone railroad will mainly be supplemented by repaired cars. On

31 July 1951, 6,100 passenger cars were available in the Soviet Wome.

Actual requirements far exceed the number of 142 passenger cars to
be repaired in 1952.

(11) The railroad repair shors mentioned are major installations suitable for repair work on both loconctives and roiling stock.

(12) The railroad repair shops mentioned the wellow installations which are mainly charged with repair were a ling stock.

(13) Previously reported.
(14)
(15)
(16) The second track on the railrosa raings and second s

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The second track on the railros are all an early lay 1992.

As reported previously, the double-tracking of the southern section of the Berlin Outer Freight Ring was completed in latel Fig. The construction work mentioned is believed to refer mainly to the installation of safety and telecommunication facilities.

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•	• SECRET-CONTROL/US OFFICIALS ONLY	
•	•	50X1-HUM
	13	SOX I-HOIVI
100		
(13)	Information on the improvement of this marsballing yard was	5024 11118
(3/5)	tronsmitted previously.	50X1-HUM
(19) (20)	Sec SO-87000x.	
1241	The electrification of the Granuau-Yoenigswasterhausen reliveed	
	line which was undertaken to speed up interurban relirond traffic	9
Zos Y	is nearing completion.	50X1-HUM
(SI)	The second track on the elzig railroad line was	SOX I-HOIVI
t. t. a.2. 2		
		•
(23)	It is believed that only finishing work remains to be done. The temporary railroad bridge over the Havel River in Spandau and	
r. 10 - 12 p	Werser are scheduled to be replaced by permanent structures. The	
	railroad bridge at Rathenew is believed to require only finishing	
	work.	
(24).	The reconstruction of the second track on the Guben-Faltenberg	
	railroad line is included in the surrent Sive-year-slan.	
(25)	The reconstruction of the single-track Guben-Forst radiused line was completed. in 1951.	
	was completed in 1951.	DX1-HUM
26)	This project is believed so be designed to improve gas enger	
	traffic to and from Chemnits.	
27)	Information on the improvement of this important railroad connect	ion
		0X1-HUM
	the railroad stations on this line were	
	to be improved in 1951. It now appears that work on the reconstruction	etion .
28)	of the second track is to be started in 1952.	
20)	The construction of connecting curves at Altenburg and Goessnitz	2
	will increase the carrying capacity of the Leipzig-Planen railroad line. The curves will also make possible direct connections to the	7
	East-west lines crossing the Leipzig-Flaven line in altenburg and	9
	Goessnitz.	-
29)	Aue and Johanngeorgenstadt re in the Saxon uranium ore mining	
	alsorict. The double-tracking of the line was nearing compation	
	in early 1998.	
30)	The opening of the second track on the Schwerin-Halabason and	
	- other in-are psidered reliroad line sections was reported reportant	V.
	15 is delieved that only finishing work remains to be done Inform	ntion
	on work on the Buetzow-Schwaan railroad line was also included in	1
271	relerence.	
31)	The line between Rostock and Bramow is a sector of the Rostock-	
	warness ende railroad line. The reconstruction of the second track	
	on this sector will improve traffic conditions for the Raltie Soc	
	ports of Rostock and Warnemuende.	Ē

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